

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 04/01/2003

DEN02LA063 File No. 12752	06/30/2002	Grand Junction, CO	Aircraft Reg No. N3344E	Time (Local): 08:30 MDT		
Make/Model:	Rich / RV-4			Fatal	Serious	Minor/None
Engine Make/Model:	Lycoming / O-320		Crew	1	0	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Same as Accident/Incident Location			Condition of Light: Day			
Destination: Local Flight			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions			
			Lowest Ceiling: None			
			Visibility: 10.00 SM			
			Wind Dir/Speed: 140 / 008 Kts			
			Temperature (°C): 21			
			Precip/Obscuration: None / None			
Pilot-in-Command	Age: 57		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 800			
Flight Instructor; Commercial; Single-engine Land			Last 90 Days: Unk/Nr			
Instrument Ratings			Total Make/Model: Unk/Nr			
Airplane			Total Instrument Time: UnK/Nr			

A witness reported that the experimental homebuilt airplane initiated a sharp pull up with the right wing low after making a pass over the runway. The airplane went inverted with the left wing coming up and over. The airplane then "righted," descended, and impacted into the trees. The forward fuselage, engine, and cockpit were bent downward, broken open and crushed aft. Both wings showed aft crushing along the spans of the leading edge. The fuselage aft of the cockpit showed minor damage. The right horizontal stabilizer and elevator were bent upward and crushed aft. An examination of the airplane's systems revealed no anomalies.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (F) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. OBJECT - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot failing to maintain aircraft control during the pull up maneuver. A factor relating to the accident was the inadvertent stall spin.